



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

Our mission is to develop, deliver, operate and maintain high-quality roadways and related transportation solutions.

May 27, 2026



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA

ITEM #1

Bobby Jenkins
Chairman

Welcome and opportunity for public comment



CONSENT AGENDA ITEMS #2-4

Bobby Jenkins
Chairman

2. Approve the minutes from the April 29, 2026 Regular Board Meeting
3. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program
4. Approve the financial institutions and qualified brokers authorized to provide investment services and engage in investment transactions with the Mobility Authority and reaffirm the CTRMA investment policy



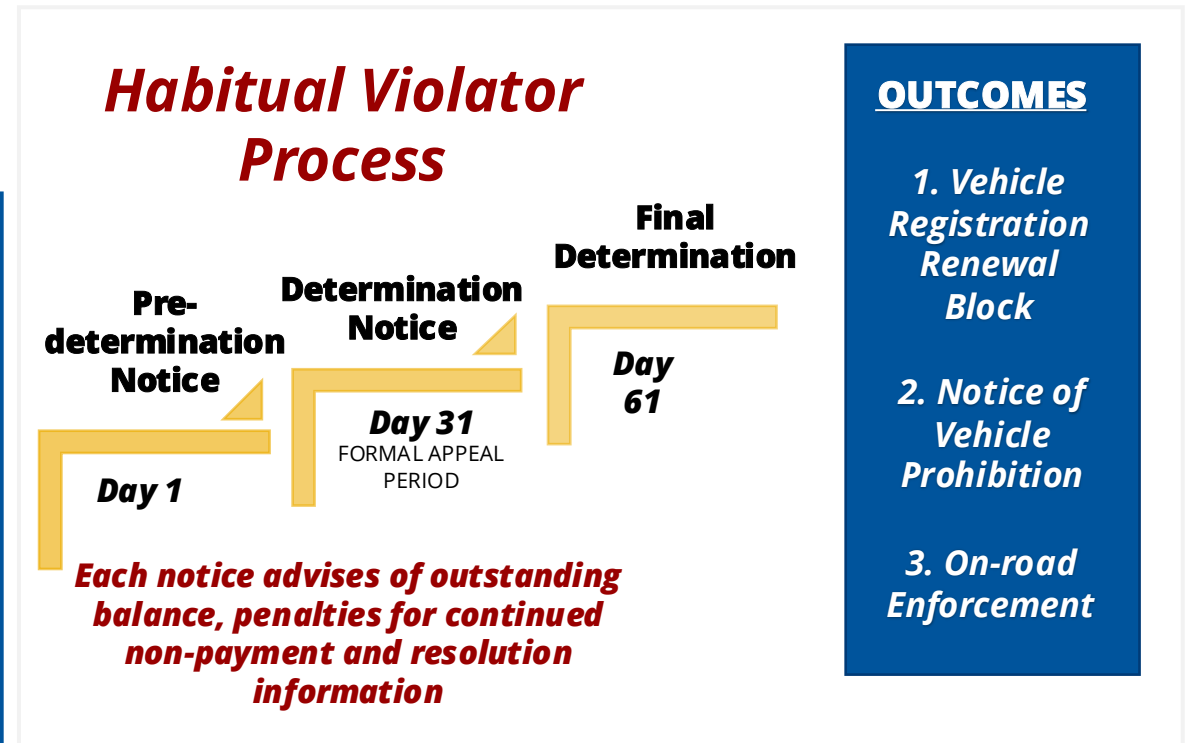
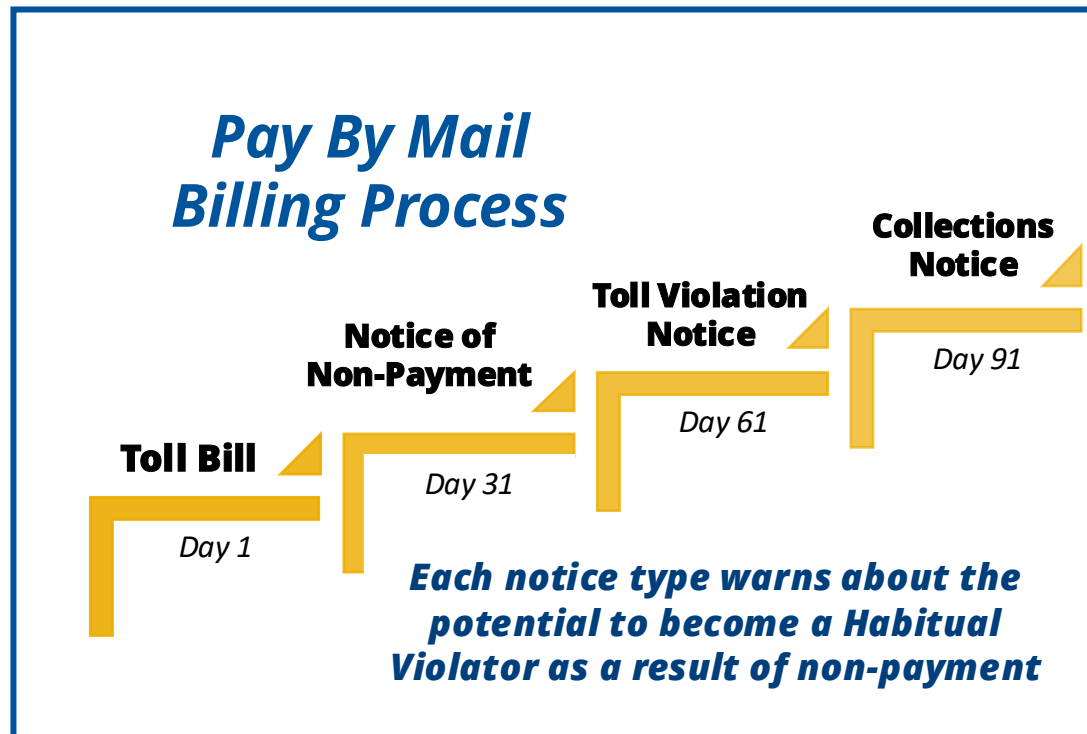
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

CONSENT AGENDA ITEM #3

Tracie Brown
Director of Operations

Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program

Escalating Communications



Mobility Authority Policy Codes



Section 301.010(d-f): Customer Service & Violation Enforcement Policies

- Customers with 100 or more events non-payment within a period of one year and who have received at least two written notices of non-payment may be considered Habitual Violators. An event of non-payment is considered to be one unpaid toll transaction.
- Following a final determination that a registered owner with at least 100 unpaid toll violations within a year is a Habitual Violator, the Authority may report a vehicle owned or leased by a person determined to be a Habitual Violator to a county tax assessor-collector or the Texas Department of Motor Vehicles in order to cause the denial of a vehicle registration.
- By order of its Board of Directors, ***the Authority may prohibit the operation of a motor vehicle owned or leased by a person determined to be a Habitual Violator on all authority toll roads. Vehicles that continue to operate on a toll road after the prohibition are subject to ticketing and impounding.***

HV Prohibited Vehicle Action Summary

May 2026



- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
 - » Number of prohibited vehicles: 4,507
 - » Total number of related unpaid tolls: 1,440,926
 - Average number of outstanding tolls per vehicle: 319
 - Average unpaid balance: \$1062
- **Next Steps**
 - » Customers will receive *Prohibition Order* by mail
 - » Customers found to be in violation of the prohibition are subject to a warning, a citation with up to \$500 fine and / or vehicle impoundment by local law enforcement



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR ITEMS



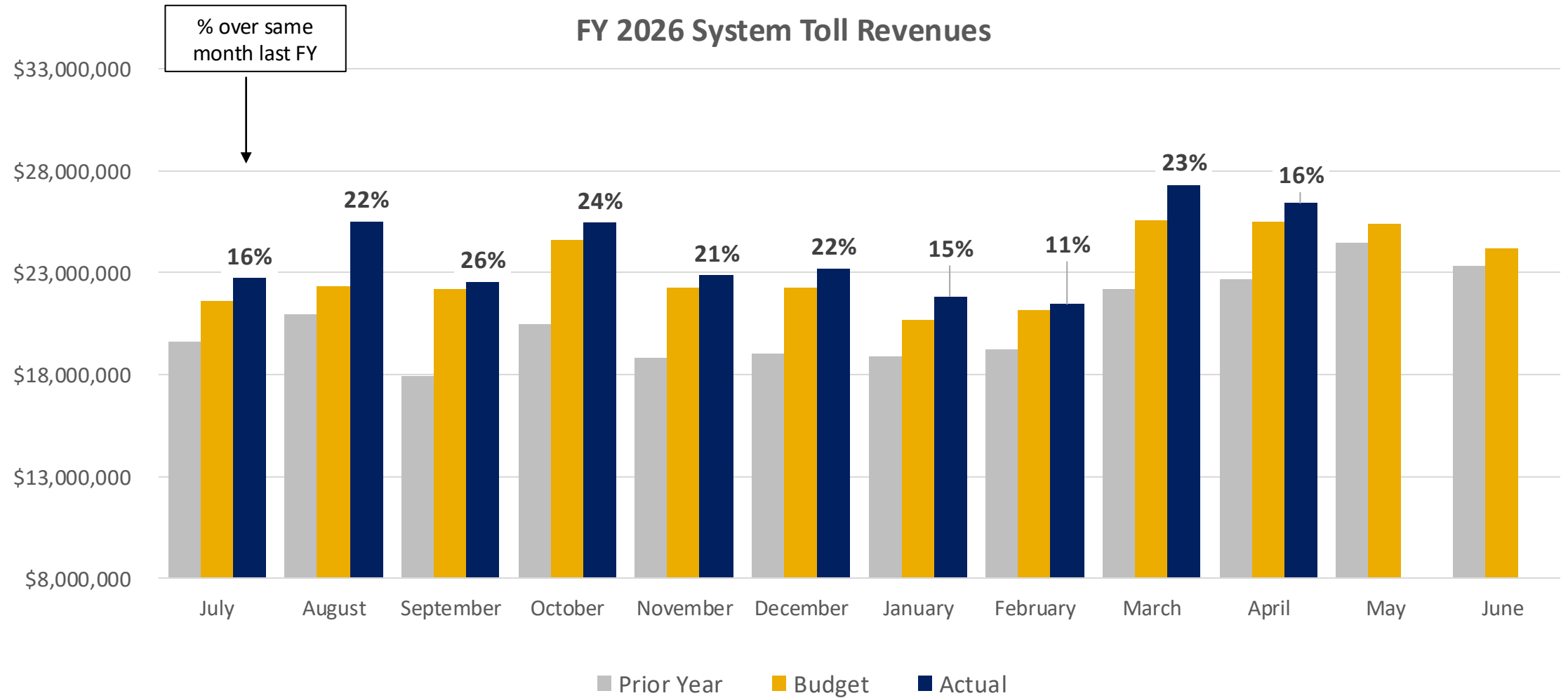
AGENDA

ITEM #5

José Hernández
Chief Financial Officer

Accept the unaudited financial statements for April 2026

CTRMA System Revenues – April 2026



CTRMA System Unaudited Income Statement - April 2026



CTRMA System - Fiscal 2026 Unaudited Income Statement as of April 30, 2026

Fiscal Year Elapsed

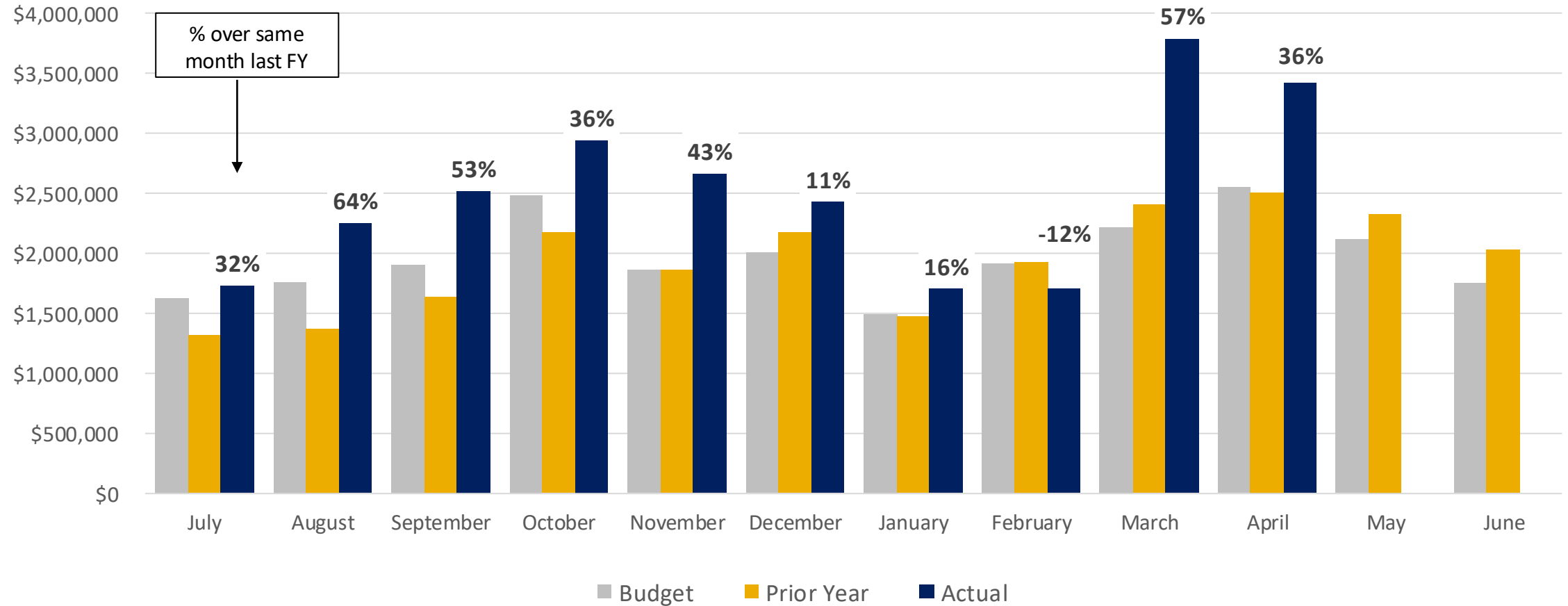
83%

<u>Revenues</u>	Budget	Unaudited	
Toll Revenues	192,853,183	183,470,231	
Video Tolls	68,167,152	42,105,255	
Fee Revenue	16,644,065	11,702,561	
Interest Income	35,440,000	24,256,197	
Other	15,000	2,333,996	
Total Revenues	313,119,400	263,868,240	84%
<u>Expenses</u>			
Operating Expense			
Salaries and Benefits	8,757,921	6,204,343	
Administrative	9,454,250	5,850,524	
Operations and Maintenance	49,554,505	36,315,323	
Special Projects and Contingencies	4,087,351	2,623,116	
Total Operating Expense	71,854,027	50,993,306	71%
Cash Flow After Operating Expense	241,265,373	212,874,934	
Non-Cash Expenses	69,617,400	57,432,850	

CTRMA MoPac North Revenues – April 2026



FY 2026 MoPac North Toll Revenues



CTRMA MoPac Unaudited Income Statement – April 2026



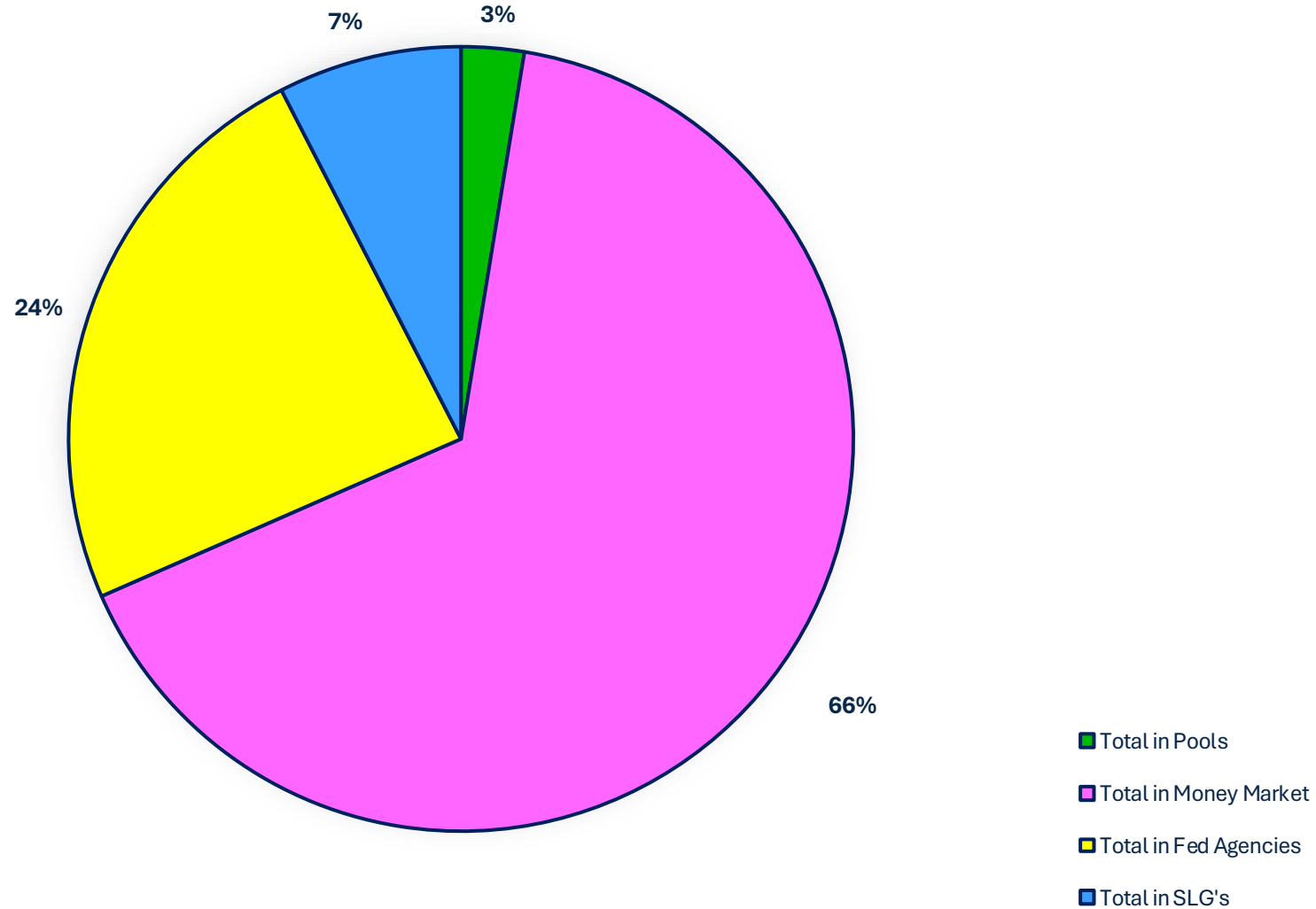
CTRMA MoPac - Fiscal 2026 Unaudited Income Statement as of April 30, 2026

Fiscal Year Elapsed

83%

<u>Revenues</u>	Budget	Unaudited	
Toll Revenues	17,746,117	20,785,369	
Video Tolls	5,422,828	4,114,348	
Fee Revenue	518,855	358,302	
Interest Income	560,000	861,998	
Total Revenues	24,247,800	26,120,017	108%
<u>Expenses</u>			
Operating Expense			
Administrative	92,500	486	
Operations and Maintenance	3,744,584	3,269,964	
Special Projects and Contingencies	96,873	166,694	
Total Operating Expense	3,933,957	3,437,144	87%
Operating Income	20,313,843	22,682,873	
Non-Cash Expenses	6,001,000	4,957,761	
Non-Operating Expenses	10,702,389	10,567,603	
Net Operating Income	3,610,454	7,157,509	

CTRMA Investment Portfolio – April 2026





AGENDA ITEM #6

Tracie Brown
Director of Operations

Discuss and consider amending Chapter 4, Articles 14, 16, and 17 of the Mobility Authority Policy Code to allow for the selection of one or more vendors through a **competitive procurement process**

Policy Code Change Overview



- Chapter 4 of the **Mobility Authority's Policy Code** outlines competitive procurement processes that **contemplate selecting a single vendor**.
- Staff recommends **modifications to Articles 14, 16, and 17** of the Policy Code to **allow the selection of one or more responsible bidders**.
- Establishing a pool **provides greater flexibility**, allowing staff to issue Master Agreements with firm(s) whose specific experience and expertise best align with the deliverables of a particular strategic initiative, ensuring the Mobility Authority can swiftly access the most appropriate support for its projects.

Staff Recommendation



- Staff recommends the Board approve the modifications to Articles 14, 16, and 17 of the Policy Code to allow for the selection of one or more vendors.



AGENDA

ITEM #7

Fabiola Bowers
Assistant Director of Operations

Discuss and consider approving
the issuance of a request for
proposals for roadside safety
patrol services

Background: Why This Procurement?



- The Mobility Authority operates seven (7) toll facilities spanning 60+ miles of managed roadway serving hundreds of thousands of motorists daily — continuous roadside support is essential to safety and service quality
- A competitive RFP process is proposed to establish a Mobility Authority-managed contract that includes a comprehensive scope, integrates technology, and requires performance accountability
- The new contract will incorporate Rekor Command platform integration, enhanced SLA enforcement with financial penalties, and detailed reporting requirements not present in prior agreements

Program Overview



- **What is Roadside Safety Services?**
 - Free courtesy patrol operating across all Mobility Authority toll facilities in the Austin metro area
- **Facilities Covered:**
 - 183A Toll, 290 Toll, MoPac Express Lane, 71 Toll Lane, 45SW Toll, 183 Toll, 183 Express Lanes
- **Proposed Service Hours:**
 - Monday – Friday: 6:00 a.m. – 8:30 p.m.
- **Procurement Method:**
 - Competitive RFP — The Mobility Authority may award multiple contracts

Scope of Services



- **Patrol Operations & Motorist Assistance**
 - Jump-starts, tire changes, fuel delivery, debris removal, disabled vehicle relocation
- **Incident Response & Traffic Control**
 - Rapid response to crashes, hazards & weather events; MUTCD-compliant traffic control; coordination with law enforcement, EMS & tow operators
- **Facility & Security Inspections**
 - Routine patrol of gantries, ramps, plazas & signage; reporting of vandalism, unauthorized access & equipment failures

Technology & Performance Standards



- **GPS Tracking**

- » Real-time vehicle location integrated into Mobility Authority Traffic & Incident Management (TIM) Center (Rekor Command)

- **Fleet & Equipment Requirements**

- » All vehicles dedicated to Mobility Authority during service hours; dashcams in all vehicles; daily pre-shift inspections; backup fleet

- **Reporting Requirements**

- » Daily activity reports, weekly performance summaries, monthly SLA compliance reports, quarterly executive dashboards

- **Key Service Level Thresholds**

- » On-scene within 15 min: 95% | Coverage availability: 99% | Minor incident clearance \leq 20 min: 85% | 100% PPE & TIM certification compliance

Procurement Schedule Overview



Milestone	Target Date
RFP Documents Finalized	May 27, 2026
RFP Posted / Published	May 28, 2026
Proposer Questions Due	June 10, 2026
RFP Responses Due	July 9, 2026
Evaluation Complete / RFP Determination	August 7, 2026
Board Approval of Selection	August 26, 2026
Contract Negotiations	August 26 – October 6, 2026
Notice to Proceed (NTP) Issued	October 7, 2026
Services Begin (90 Calendar Days + NTP)	January 5, 2027

Staff Recommendation



- Staff recommends that the Board of Directors approve the issuance of a Request for Proposals (RFP) for Roadside Safety Services across all Mobility Authority Toll Facilities.



AGENDA

ITEM #8

Tracie Brown
Director of Operations

Discuss and consider approving an agreement with ViaPlus, LLC for transition services related to the Pay By Mail program

Overview



- ViaPlus, formerly known as Cofiroute, is the Mobility Authority's current Pay By Mail provider. **ViaPlus's contract expires on March 8, 2027.**
- Following a competitive procurement process, the Mobility Authority awarded a successor contract to Neology, LLC, for Pay By Mail (PBM) services. **Neology's projected go-live date is July 1, 2027.**
- The gap between ViaPlus's contract expiration date and Neology's new program launch date would delay PBM customer invoicing and prevent the Mobility Authority from meeting its fiscal year 2027 revenue projections.
- **A new transition services contract with ViaPlus is proposed to mitigate these impacts.**



TOLL TRANSACTION MANAGEMENT TIMELINE: KEY PHASES & TRANSITION

START
(New ViaPlus Contract)

JUNE 30, 2027

JULY 1, 2027
(NEOLOGY GO-LIVE)

JUNE 30, 2028
(VIAPLUS INITIAL TERM END)

2027

2028



ACTIVE INVOICING PHASE

Processing toll transactions through June 30, 2027, ahead of Neology's new go-live date on July 1, 2027.



STANDARD COLLECTION CYCLE

Managing the full collections and enforcement lifecycle of transactions incurred before July 1, 2027.



REVENUE RECOVERY PHASE

An additional pursuit period for delinquent accounts to achieve typical liquidation rates and maximize Pay By Mail revenue recovered during extended collections, through June 30, 2028.

**LAST VIAPLUS
TRANSACTION PLACEMENT**

ViaPlus Transition Services Contract Terms



- **Initial Term:** March 9, 2027 – June 30, 2028
- **Optional Renewal:** July 1, 2028 – June 30, 2029
- All other terms, including compensation and incentives, as well as insurance, reporting, and performance requirements, remain the same.
- The contract can be terminated with cause or by mutual agreement at any time.

Staff Recommendation



- Staff recommends the Board approve an agreement with ViaPlus, LLC for transition services related to the Pay By Mail program and authorize the Executive Director to execute the Agreement.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

BRIEFINGS & REPORTS



AGENDA ITEM #9A-E

James M. Bass
Executive Director

Executive Director Report

- A. Recent agency staff activities
- B. Agency roadway performance metrics
- C. Marketing activities
- D. Preliminary FY 2027 Budget
- E. Preliminary FY 2027 Five-Year Capital Plan

Recent agency staff activities



- Interagency Meetings
- Construction Partnership Program
- Cedar Park Chamber
- Round Rock Chamber
- Manor Chamber
- Elgin Chamber
- Austin Chamber Infrastructure Committee
- WTS Luncheon Event
- IBTTA Technology Summit
- Various CUSIOP Meetings
- EZIOP Meetings
- NIOP Leadership and Committee Meetings
- Fatality Crash Review
- Texas Tolling Legal
- IBTTA Young Professionals Council Meeting
- IBTTA Tech Summit Planning Meeting
- IBTTA Communications Committee
- IBTTA Enlightenment Group Meeting

IBTTA Be Safe Together Campaign



Road crashes claim 1.19 million lives each year worldwide, and in the US, distracted driving kills eight people every day.

These are preventable tragedies.

**PUT YOUR
MIND IN **DRIVE****

Your Attention is Your Most Important Safety Feature

BE SAFE TOGETHER SAFETY PLEDGE

Join IBTTA's Be Safe Together campaign to reduce distracted driving, save lives, and advance safer roads for all.

TAKE THE PLEDGE



AGENDA ITEM #9A-E

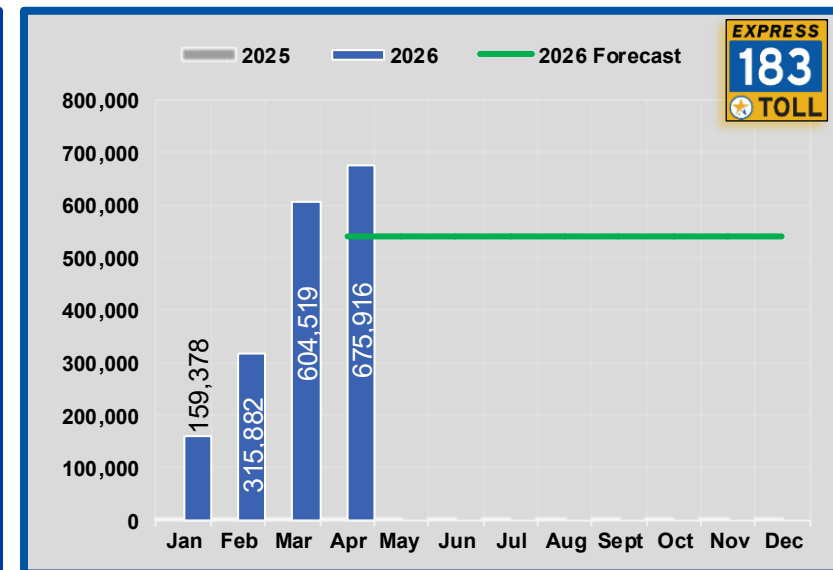
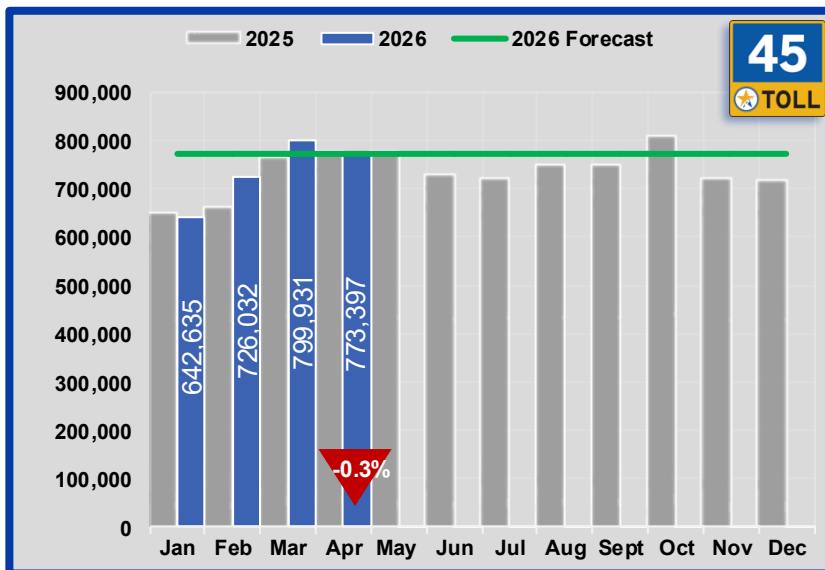
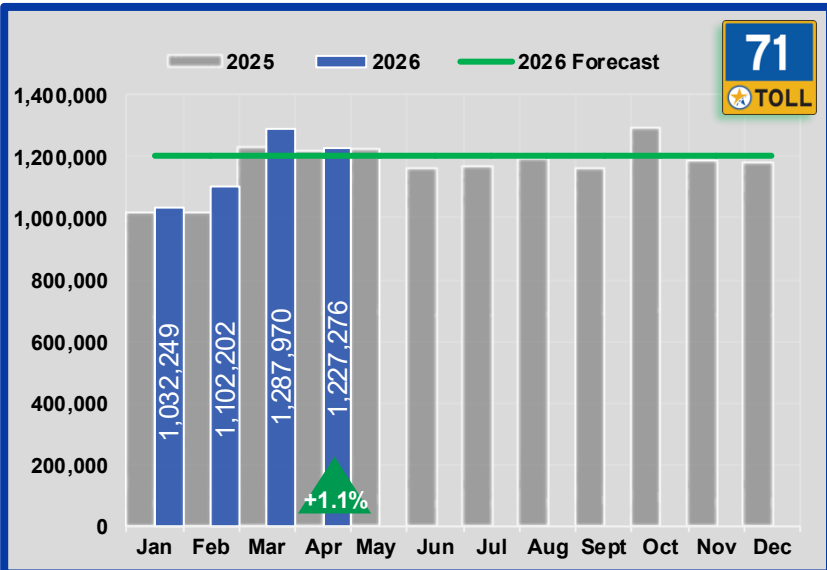
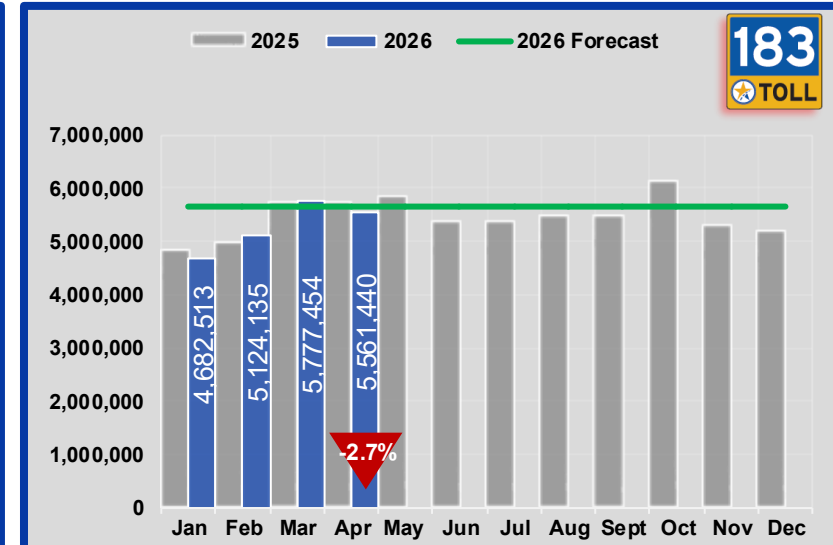
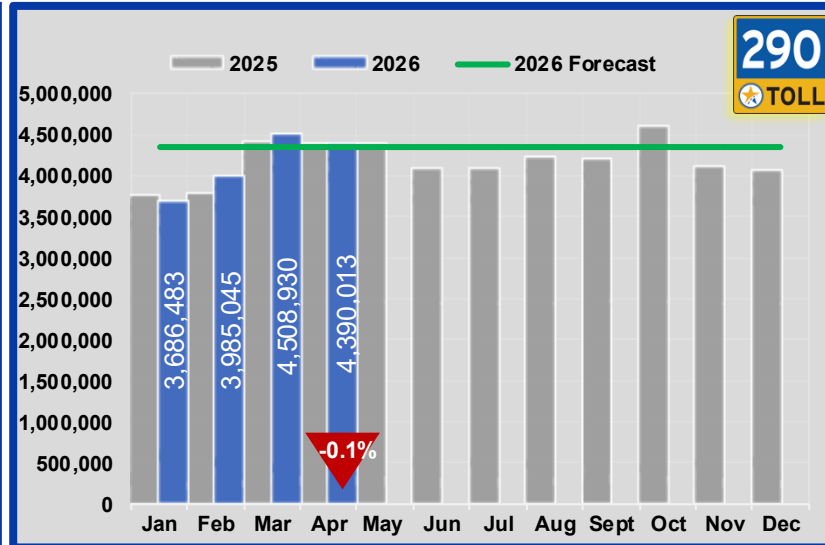
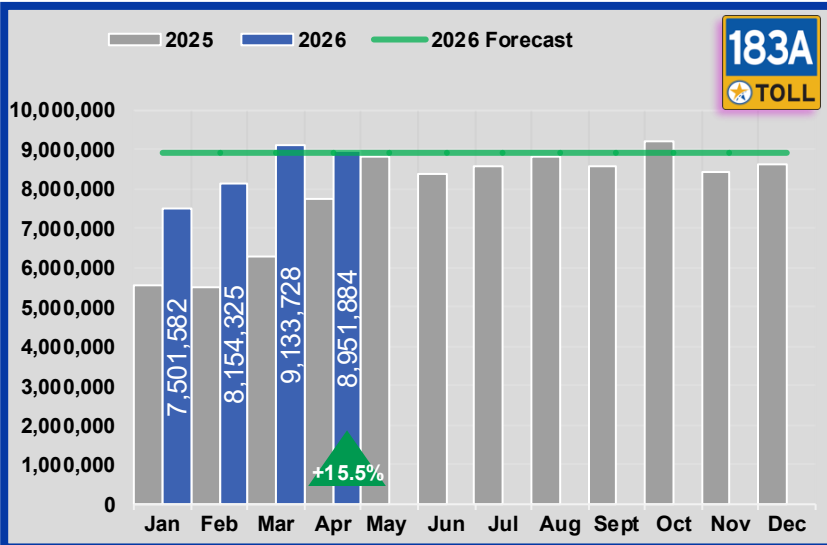
James M. Bass
Executive Director

Executive Director Report

- A. Recent agency staff activities
- B. Agency roadway performance metrics
- C. Marketing activities
- D. Preliminary FY 2027 Budget
- E. Preliminary FY 2027 Five-Year Capital Plan

System Transactions by Roadway

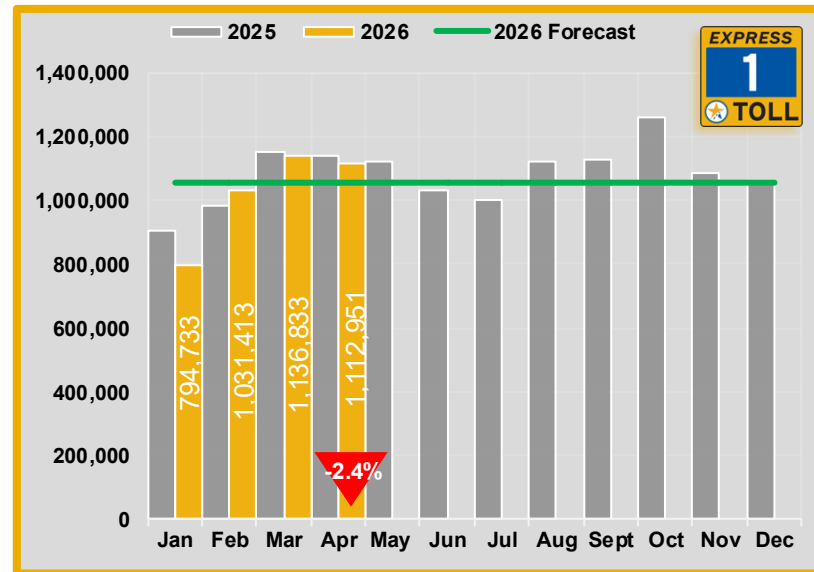
System total % change from 2025 +5.3% (w/o 183N), +8.7% (w/183N)



Note - 183A Ph 3 open 04/09/2025; Forecast Source: STN Oct 2025 T&R.

MoPac Monthly Transactions

(Percent Change Over April 2025)



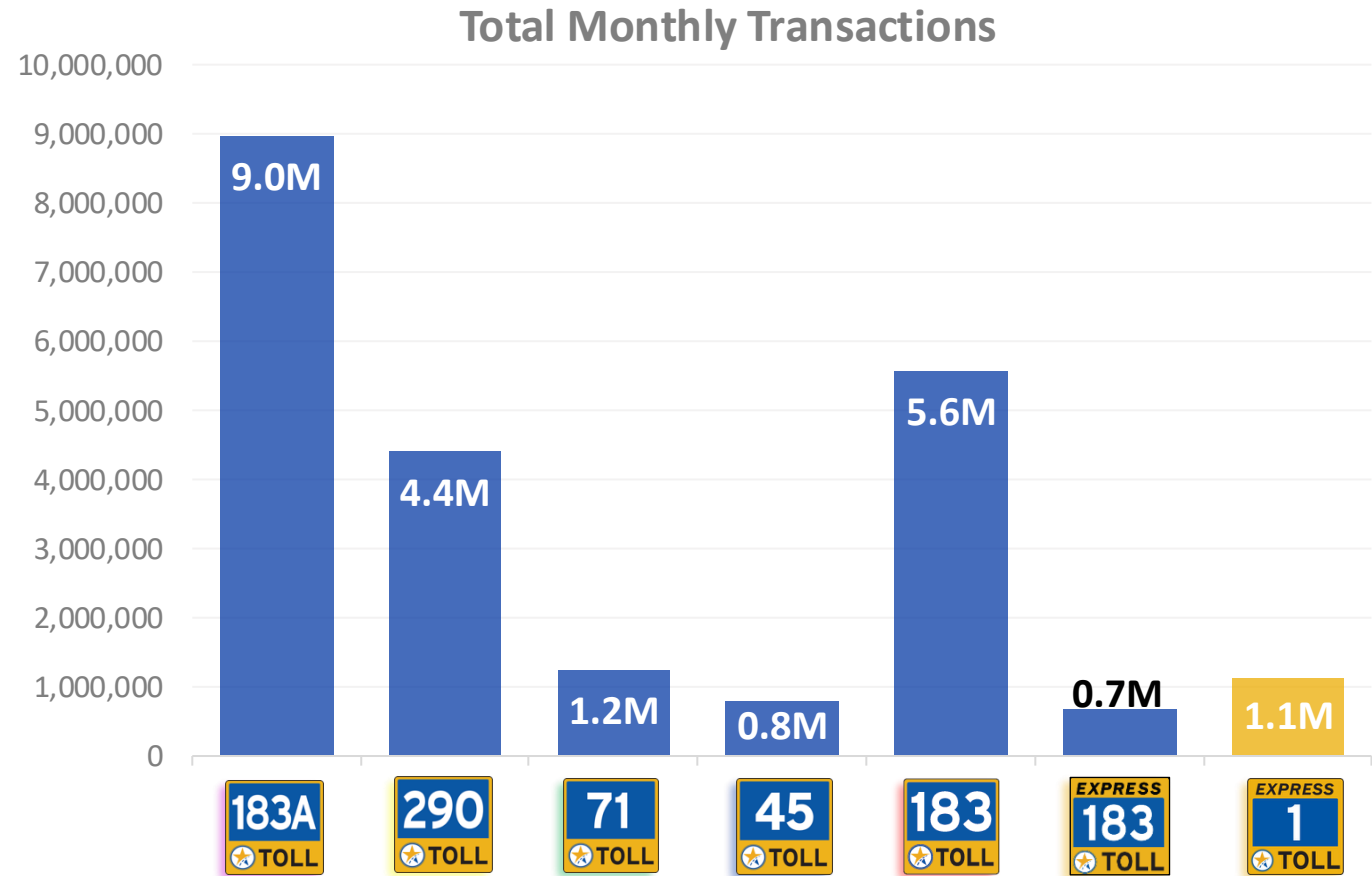
Note - MoPac N Forecast values from Draft Oct 2021 T&R estimates by CDM Smith.

Transactions and Pre-Paid Penetration

April 2026



Roadway	Total Pre-paid Penetration %
183A Toll	71.6%
290 Toll	64.0%
71 Toll	65.2%
45SW Toll	74.2%
183 Toll	63.3%
183N	72.3%
MoPac	74.6%
ALL	67.9%

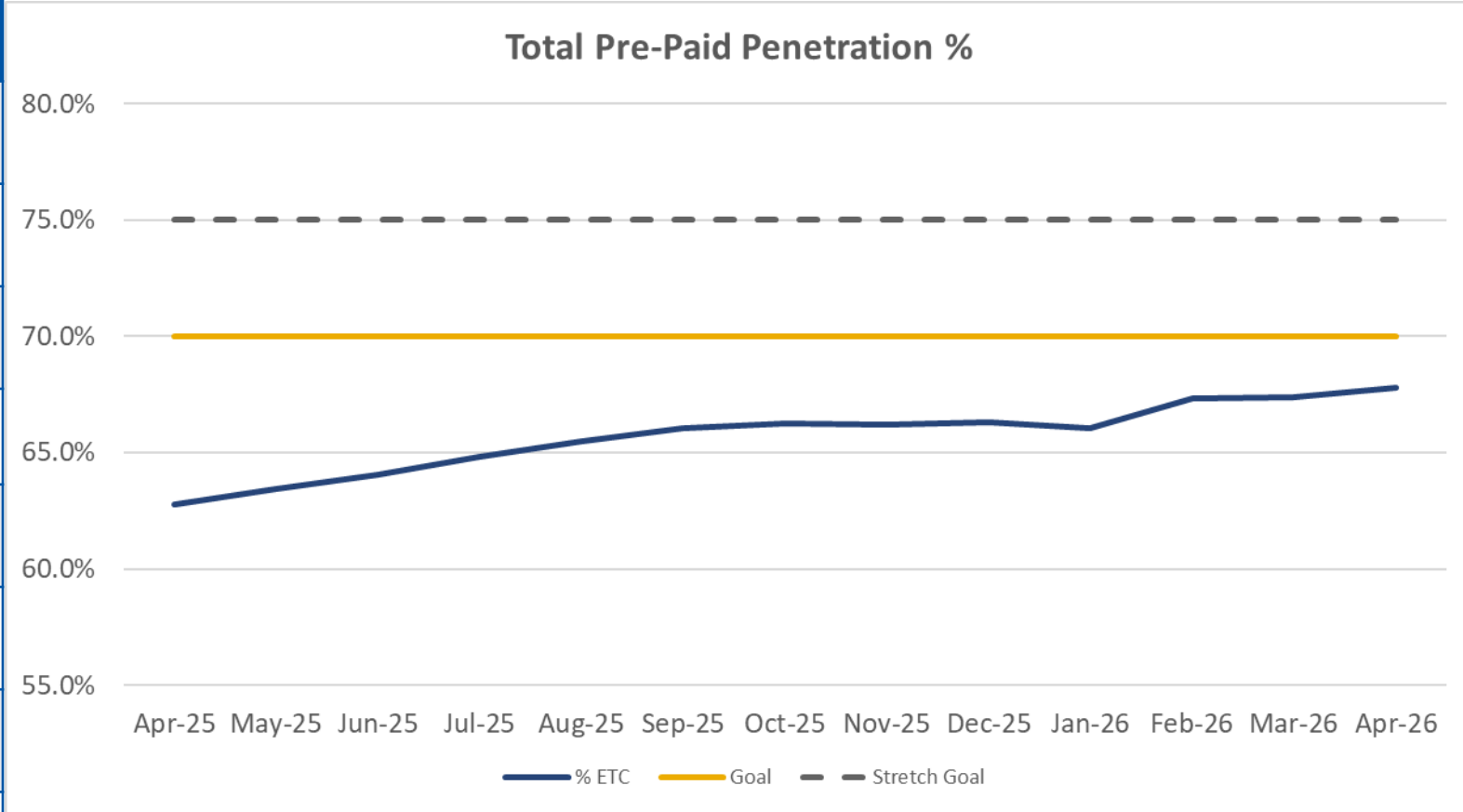


Transactions and Pre-Paid Penetration

April 2025 - April 2026



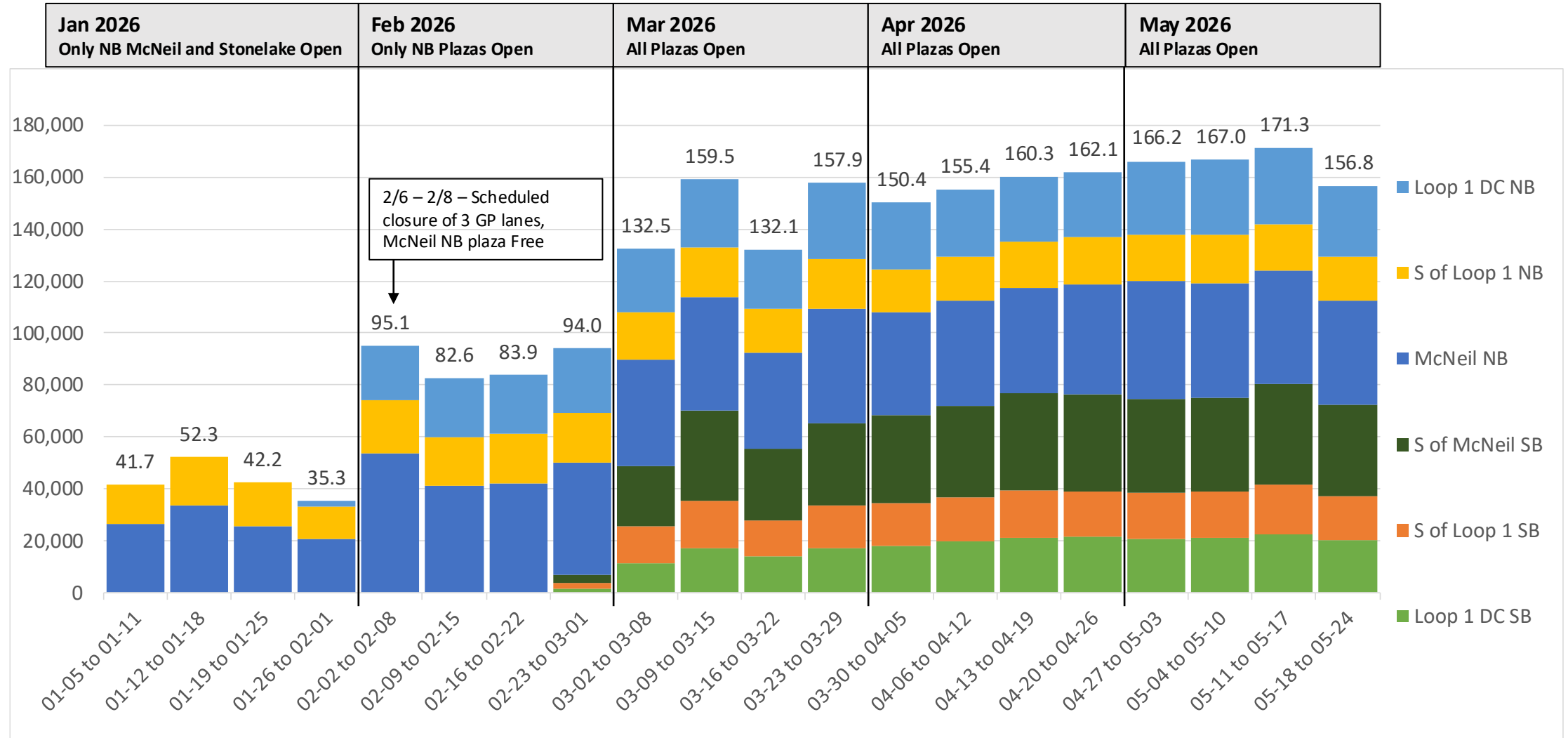
Roadway	Total Pre-paid Penetration % (Apr 2025)	Total Pre-paid Penetration % (Apr 2026)
183A Toll	67.4%	71.6%
290 Toll	59.9%	64.0%
71 Toll	60.3%	65.2%
45SW Toll	68.6%	74.2%
183 Toll	57.8%	63.3%
183N	-	72.3%
MoPac	68.1%	74.6%
ALL	62.8%	67.9%



Source: Reconciliation Report

183 Express 7-Day Totals (Thousands)

January 1st, 2026 – May 24th, 2026





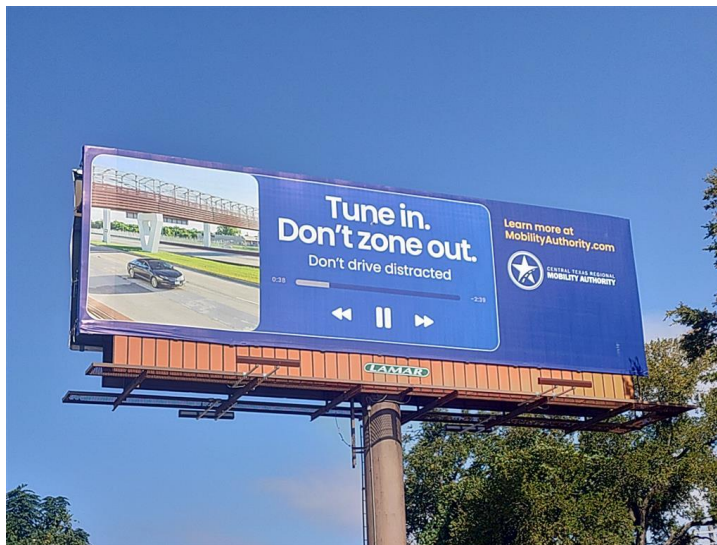
AGENDA ITEM #9A-E

James M. Bass
Executive Director

Executive Director Report

- A. Recent agency staff activities
- B. Agency roadway performance metrics
- C. Marketing activities
- D. Preliminary FY 2027 Budget
- E. Preliminary FY 2027 Five-Year Capital Plan

Marketing Activities





AGENDA ITEM #9A-E

James M. Bass
Executive Director

Executive Director Report

- A. Recent agency staff activities
- B. Agency roadway performance metrics
- C. Marketing activities
- D. **Preliminary FY 2027 Budget**
- E. Preliminary FY 2027 Five-Year Capital Plan

Budget Overview



- **Cash Only - Non-Cash Expenditures are excluded from the FY 2027 budget**
- **System vs Non-System Expenditures**
 - » Sections have expenditures for both System and Non-System (MoPac)
- **System has requirement for debt service coverage**
 - » **Coverage Requirement** - measurement of available net cash flow to pay current debt obligations
 - » **Indenture System Coverage Requirements**
 - Available Net Cash Flow = Revenue less Operation & Maintenance Expenses
 - Senior Lien 1.25 times (available cash flow / debt obligations)
 - All Debt 1.20 times (available cash flow / debt obligations)
 - » **Target for System Coverage**
 - All Debt 1.75 times (available cash flow / debt obligations)
- **Constraint is the coverage requirement for all System debt**

Factors in Developing FY27 System Budget



- **Priorities**
 - » **Safety**
 - » **Enforcement**
 - » **Payment methods**
 - » **Project Development**
 - » **Maintenance**
 - » **Pay By Mail System Implementation**
 - » **Innovation**
 - » **Protection of Assets**
- **Revenue**
 - » Includes full year of 183N operations
 - » CPI increase assumption effective January 1, 2027 – 2.2%
 - » Third and final year of step rate adjustments on two 183A locations
 - » Forecasted transaction increase of 5.1% systemwide; 8.1% for revenue
- **Expenses**
 - » Contractual CPI increase in roadway and landscape maintenance
 - » Addition of full year 183N maintenance responsibilities
 - » Increased tag processing fees and PBM image review

System Draft Budget Overview



System	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Revenue *	\$313,119,400	\$316,641,900	\$337,114,700

Actual FY 2026 System Revenues through April 2026: \$263,868,240 – 84% of budget, 83% of FY elapsed

* Revenues pledged for debt service include:

- Toll revenue
- Interest earnings

System Draft Budget Submission Overview



System O&M Expense	FY 2026	FY 2027	Variance
Submitted	\$74,722,044	\$81,182,277	\$6,460,233
Add/(Reduction)	\$0	(\$1,406,000)	(\$1,406,000)
Budget/Draft	\$74,722,044	\$79,776,277	\$5,054,233

System Draft Budget Overview



System	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Revenue	\$313,119,400	\$316,641,900	\$337,114,700
O&M Requested	\$74,722,044	\$64,495,782	\$79,776,277
Available for DS	\$256,802,150	\$252,146,118	\$257,338,423

System Draft Budget Overview



System	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Debt Service	\$109,148,048	\$109,570,922	\$113,376,605

Debt Service: Scheduled annual Principal and Interest payments on

- Senior lien bonds
- Subordinate lien debt obligations (bonds and loans)
- All fixed-rate debt
- No financings during FY 2027 – next expected bond issue contemplated in 1st quarter FY 2028

System Draft Budget Overview



System	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Revenue	\$313,119,400	\$316,641,900	\$337,114,700
O&M Requested	\$74,722,044	\$64,495,782	\$79,776,277
Available for DS	\$256,802,150	\$252,146,118	\$257,338,423
Debt Service	\$109,148,058	\$109,570,922	\$113,376,605
DS Coverage	2.35 X	2.30 X	2.27 X

Earlier actual debt service coverage: FY 2023: 2.39x FY 2024: 2.43x FY 2025: 2.28x

Agency Personnel



Section	FY 2026	FY 2027	Change
Administration/Legal	5	5	0
Finance	5	5	0
Operations	13	14	1
Communications	3	4	1
Information Technology	5	5	0
Engineering	9	10	1
TOTAL	40	43	3

- Additional Customer Service Representative for Operations
- Shared Administrative staff for Operations and Communications
- Additional Project Development Manager for Engineering

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Administration/Legal	\$3,709,024	\$2,151,937	\$3,533,197

- Administration/Legal Initiatives
 - Consolidation of initiative requests under Administration
 - Innovation:
 - Connected vehicles
 - Managed lane diving enforcement
 - Research – managed lanes and signage
 - Training – driver and technology security

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Finance	\$6,706,149	\$3,562,620	\$5,026,332

- Finance Initiatives
 - Increase in property insurance – adding new roadways to the coverage
 - Reduction in rent expense with move to new headquarters
 - Traffic and revenue forecast update for planned fall 2027 financing, managed lane pricing initiative, new project development:
 - 183A additional capacity
 - 290E extension
 - MoPac South
 - Ronald Reagan
 - Insurance expense moved- to Non-departmental category during FY26 - \$1.4MM

Proposed Capital Budget - Finance



- Capital Budget – General Fund
 - » Enterprise Resource System Software and Implementation - \$1,400,000

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Operations	\$26,673,132	\$24,246,950	\$26,892,504

- Operations Initiatives
 - General System Consultant to develop alternative payment methods
 - Additional Customer Service Representative to handle increased call volume and PBM vendor transition
 - Rekor system enhancements to improve incident response
 - Increase in transactions – higher tag collection fees and image review

Proposed Capital Budget - Operations



- Capital Budget – General Fund
 - » Pay By Mail Transition and Implementation - \$11,695,100
 - » CTRMA App - \$1,365,000
 - » Customer Service Center Walk-In Buildout - \$50,000
 - » MoPac Roadway Traveler Communications Signage - \$1,486,700

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Communications	\$3,352,484	\$3,346,984	\$3,624,709

- Communications Initiatives
 - Continuation of additional communication and marketing initiatives
 - Media planning and placement increase
 - Collaboration and support informing public of change in Pay By Mail vendors

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Information Technology	\$15,710,506	\$14,755,376	\$15,763,906

- Information Technology Proposed Initiatives
 - AI Cybersecurity and software
 - Additional communications software

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Engineering	\$18,570,749	\$16,431,915	\$24,935,129

- Engineering Initiatives
 - CPI increase on roadway and landscape maintenance contract
 - Full year of 183N roadway maintenance
 - New Project Development Manager to assist with planning of new projects
 - System-wide wall inspection and investigation - \$2.96MM
 - Anticipated repair and replacement of damaged and stolen roadside equipment - \$2,000,000
 - Law enforcement patrols at roadway tolling locations to deter theft - \$500,000

Proposed Capital Budget - Engineering



- Capital Budget – General Fund
 - » Maintenance Yard Site Acquisitions - \$5,000,000
 - » Maintenance Yard Buildout - \$1,600,000
 - » Metal Beam Guard Fence Upgrade (290E) - \$1,250,000
 - » Pedestrian or Bicycle Facility - \$1,000,000
 - » Merrill Drive Right Turn Bay (183A) - \$379,000
 - » Crystal Falls Intersection Improvement (183A) - \$100,000
- Renewal and Replacement – General Fund
 - » Slab Stabilization - \$400,000
 - » System Wall Repair - \$15,160,000
 - » Barrier Painting (183S) - \$250,000
 - » Fog Seal and Surface Repair (45SW) - \$1,800,000
 - » Safety Improvements Systemwide - \$1,500,000

Proposed Capital Improvement Projects - Engineering



- General Fund Allocations
 - » William Cannon Added Capacity - \$6,000,000
 - » 183A Added Capacity (Schematic/Environmental/Design- \$8,700,000
 - » 290E Extension (Schematic/Environmental - \$12,000,000
 - » MoPac South Express (Schematic/Environmental) – \$3,500,000

Consolidated Operating Budget Overview



Section	FY 2026 Budget	FY 2026 Projected	FY 2027 Budget
Administration/Legal	\$3,709,034	\$2,151,937	\$3,533,197
Finance	\$6,706,149	\$3,562,620	\$5,026,832
Operations	\$26,673,132	\$24,246,950	\$26,892,504
Communications	\$3,352,484	\$3,346,984	\$3,624,709
Information Technology	\$15,710,506	\$14,755,376	\$15,763,906
Engineering	\$18,570,749	\$16,431,915	\$24,935,129
TOTAL	\$74,722,044	\$64,495,782	\$79,776,277

MoPac North FY 2027 Operating Budget



- Revenues - \$30,386,500
 - » **Toll Revenue - \$29,561,500**
 - » **Interest Income - \$825,000**
- Loan Payment - \$2,155,626 (refinance in May 2027)
- Capital Budget
 - » **Roadway Traveler Communication Signage - \$1,486,700**
- Regional Infrastructure Fund Contribution - \$10,000,000
- Future Priority 1 Capital - \$16,430,000 (FY27 – FY29)
 - » **Pavement and delineators - \$14,330,000**
 - » **Sign replacement - \$2,100,000**

FY 2027 Non-Departmental Budget



- New section of Operating Budget
- Contains:
 - » **Retiree cost of living adjustment**
 - » **Employee Compensation Merit and COLA**
 - » **Insurance expense**
 - » **Debt and loan interest expense for:**
 - 71E loan
 - Bond debt service



AGENDA ITEM #9A-E

James M. Bass
Executive Director

Executive Director Report

- A. Recent agency staff activities
- B. Agency roadway performance metrics
- C. Marketing activities
- D. Preliminary FY 2027 Budget
- E. **Preliminary FY 2027 Five-Year Capital Plan**

CTRMA Five-Year Capital Plan



- **Planning tool to align with Board's Strategic Goal and Supporting Strategies**
 - » **Develop and adhere to a system-wide capital improvement plan**
 - Maintain a capital improvement planning process and update the plan on an annual basis working within the Mobility Authority's funding constraints
 - Ensure the capital plan maintains and enhances the existing Mobility Authority system as a priority
 - Partner with local communities to expand the Mobility Authority system and potentially develop other non-tolled projects

CTRMA Five-Year Capital Plan - Strategic Plan Alignment



CTRMA Five-Year Capital Plan



- **Objective of the Capital Plan**
 - » Tool to identify future capital needs and timeline to address them
 - » Provides for prioritization of identified needs
 - » Establishes framework for funding decisions in the annual capital budget and planning for future needs
 - » Identifies operational expenses associated with larger capital improvement projects (typically new construction)

CTRMA Five-Year Capital Plan



- **Capital Plan Operation**

- » Needs, timing, and prioritization of projects subject to change annually (or even mid-year i.e. budget amendments)
- » From the five-year plan, **only projects approved and funded in the subsequent annual capital budget are fully committed**
- » **Projects in future years of the capital plan DO NOT commit the Board or staff to subsequent approval or funding**
- » Any and all projects in the second year of the plan and thereafter would require formal Board approval, including funding, before work would begin on that project
- » Some projects have been added for deliberation as they have been discussed in the broader transportation community
- » Funding for previously approved projects not yet completed is 'carried forward' in a capital reserve

CTRMA Five-Year Capital Plan



- **Description of Capital Plan Elements**
 - » Capital budget – new additions of equipment or other items
 - » Renewal and replacement – existing components and items that require cyclical replenishment or have reached end of useful life
 - » Capital improvement projects – new construction and pre-development planning (such as 290E Extension, 183A Added Capacity, and MoPac South)

CTRMA Five-Year Capital Plan



- **Staff Prioritization of Projects**
 - » Ranking based on strategic plan values and goals
 - » Departments identified capital needs based on tiered ranking
 1. Absolutely essential to maintain the integrity of the enterprise
 2. Enhancements that would facilitate operations, processes, and/or driver satisfaction
 3. Improvements that would yield future benefits if affordable (not critical now)
 - » Executive management review of departmental capital requests

Proposed Capital Improvement Project Funding



Capital Improvement Projects

as of July 1, 2026

	Estimated Total	State/Federal	General	
Project Name	Project Cost	Funding	Fund	Funding Source
290E Extension – Schematic, Environmental	1,525,000,000		25,000,000	<u>General Fund – multi-year; Revenue Bonds, TIFIA</u>
William Cannon Added Capacity - MoPac	6,000,000		6,000,000	<u>General Fund</u>
183A Added Capacity - Schematic, Environmental and Design	197,100,000	-	13,100,000	<u>General Fund - multi-year; Revenue Bonds; TIFIA</u>
MoPac South – Schematic Environmental	1,258,000,000	16,500,000	9,500,000	<u>Proposition 12; Revenue Bonds, TIFIA Loan</u>
	<u>\$ 2,986,100,000</u>	<u>\$ 16,500,000</u>	<u>\$ 53,600,000</u>	



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE SESSION

EXECUTIVE SESSION

ITEMS #10-14



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

10. Discuss the acquisition of one or more parcels or interests in real property needed for a maintenance yard and related issues, pursuant to §551.072 (Deliberation Regarding Real Property) and §551.071 (Consultation with Attorney).
11. Discuss legal issues related to the development of the MoPac South Project, as authorized by §551.071 (Consultation with Attorney).
12. Discuss legal issues related to claims by or against the Mobility Authority, including claims submitted on the 183A Phase III Project; pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney).
13. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects and toll system improvements, as authorized by §551.071 (Consultation with Attorney).
14. Discuss personnel matters as authorized by §551.074 (Personnel Matters).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR ITEMS



AGENDA ITEM #15

James Bass
Executive Director

Discuss and consider authorizing the Executive Director to take all actions necessary to purchase real property that may serve as a maintenance yard and customer service center for the Mobility Authority



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

ADJOURN MEETING #16

May 27, 2026